634 kilometers, and its population numbers /255/ 108,400 (1939), of which
131 approximately half are Jews. This region is drained by the Bira, whose upper valley is also used by the railroad, and by the Bidzhan. Both of these rivers run through broad valley meadows, which are covered with cultivated fields. From the two rivers the region has also received the
361 name of "Birobidzhan," which is often used. The capital of this oblast also bears the name of "Birobidzhan." Lying on the railroad at the point where the railroad leaves the Bira, this city has around 30,000
[294] inhabitants (1939). Worthy of note is a large clothing and knitted goods factory, which is the sole large installation of this type in the entire
135 Far Eastern region. The western part of the oblast, which has already been mentioned in the discussion of the Bureya Highland, is rich in the most varied natural resources, of which the coal deposits of Bira and the iron ore of Kimkan are supposed to become the basis for the establish-
241 ment of a local heavy industry. The Jews are in all occupations, even in agriculture. In the large section of the west the cultivation of wheat and soybeans predominates; in the smaller eastern section, which is in-
234 fluenced by the nearness of the large city of Khabarovsk, the cultivation of potatoes and vegetables and the breeding of dairy livestock predominate.

361 Khabarovsk, which lies below the mouth of the Ussuri on the right side of the Amur, is the administrative and economic center of the entire Amur region. Its favorable location, in terms of transportation, in the center of a mighty river system and at the end of the Amur and Ussuri Railroad has permitted the city to grow very quickly into a large
[161] city. Having a population of only 52,045 in 1926, Khabarovsk almost quadrupled its population by 1929 when it had 199,364 inhabitants, and today its population has probably exceeded 300,000. This rapid
[39] growth in population goes back above all to the expansion and construction of industrial plants. In the foreground is machine construction, especially the construction of machinery for agricultural purposes, the processing of metal and of wood, and a food industry which is brought together in large plants. As the center of the Amur shipping, Khabarovsk has a shipyard in which coastal vessels are also built. A modern cracking
[382] installation has been added to the older oil refinery in order to process
[508] the oil from Sakhalin. Khabarovsk is the center of all air traffic in the Far East. Several airports are available, and, in addition, there
[241] are plants for the construction of airplanes and automobiles. In the wide surroundings of the city there has developed an agricultural economy which is typical of areas near cities and in which the cultivation of vegetables and the breeding of dairy livestock predominate.